NEW YORK HERALD

BROADWAY AND ANN STREET. JAMES GORDON BENNETT. PROPRIETOR.

All business or news letters and telegraphic despatches must be addressed New York HERALD.

ARUSEMENTS THIS AFTERNOON AND EVENING. WALLACK'S THEATRE, Broadway and Thirteenth

BOOTH'S THEATRE, Twenty-third street, corner Sixth

BOWERY THEATRE, Bowery. - ADRAMANIA; OR GRAND OPERA HOUSE, Twenty-third st, and Eighth UNION SQUARE THEATRE, Broadway, between Thir

OLYMPIC THEATRE, Broadway, between Hous

ACADEMY OF MUSIC, Pourteenth street.-ITALIAN FIFTH AVENUE THEATRE, Twenty-fourth street.

WOOD'S MUSEUM, Broadway, corner Thirtieth st.-

GERMANIA THEATRE, Fourteenth street, near Third

THEATRE COMIQUE, 514 Broadway. - Ixion; os, THE

BRYANT'S OPERA HOUSE, Twenty-third st., corner 6th av. -- NEGRO MINSTRELSY, ECCENTRICITY, &c. 720 BROADWAY, EMERSON'S MINSTRELS,-GRAND MRR. F. B. CONWAY'S BROOKLYN THEATRE.

WHITE'S ATHENÆUM, 586 Broadway.-NEGRO MIN-STREEST, &c. Matinee at 23c. TONY PASTOR'S OPERA HOUSE, No. 201 Bowery.-

SAN FRANCISCO MINSTRELS, St. James Theatre BAILBY'S GREAT CIRCUS AND MENAGERIE, foot

DEN STONE'S CIRCUS AND MENAGERIE, foot of Thirty-fourth street and East River. AMERICAN INSTITUTE FAIR, Third av., between 63d

ASSOCIATION HALL, 23d st. and 4th av.-Mss. NEW YORK MUSEUM OF ANATOMY, 618 Broadway.

DR. KAHN'S MUSEUM, No. 745 Broadway .- ART AND

TRIPLE SHEET. New York, Wednesday, Oct. 30, 1878.

THE NEWS OF YESTERDAY.

To-Day's Contents of the Herald.

"A CITY WITHOUT MEANS OF TRANSIT! THE STOPPAGE OF THE RAILROAD LINES"-LEADING EDITORIAL ARTICLE_SIXTH

PROGRESS OF THE TYPHOIDE LARYNGITE BERGH MOVES AT LAST, ON THIRD AVE-NUE : INCIDENTS OF THE PERPLEXING SITUATION: THE NEW MANIFESTATIONS OF THE MALADY-THIRD PAGE.

"PEACEFUL" INDIANS ATTACK AND KILL ONE AND WOUND TWO MINERS! THEN APPLY FOR THEIR ANNUITIES! CAPTURING THE MURDERERS-TENTH PAGE.

JERSEY JUSTICE FOR JERSEY OFFICIALS! THE DISTRICT ATTORNEY OPENS FIRE UPON THE POLICE COMMISSIONERS IN THE MCWILLIAMS CASE: A "BASE CONSPI RACY"-TENTH PAGE.

DELIGHTFUL FINALE OF THE PIMLICO RACE MEETING! FOUR FINE CONTESTS—FIFTH

EUROPEAN CABLE TELEGRAMS! PARTY AGITA. TION IN THE SPANISH CORTES: SCHOOL REFORM IN THE FRENCH ASSEMBLY: THE PRUSSIAN DIET TROUBLE-SEVENTH PAGE. REPUBLIC-WASHINGTON NEWS: CLAIMS COMMISSIONS-SEVENTH PAGE.

POLITICAL! MASS REPUBLICAN MEETING OF ADOPTED CITIZENS: MUNICIPAL TICKET OF "THE SEVENTY" SEVENTE PAGE

ART MATTERS-MUSICAL AND THEATRICAL-SEVENTH PAGE.

PERSONAL AND POLITICAL NOTES-SIXTH PAGE. DREADFUL ACCIDENT IN WALL STREET!-

LEGAL NEWS! THE MAYOR'S MISDOING: THE MANIC BRIBERY SCANDAL: LORD GORDON-GLENCAIRN'S PAST: PAYMENT OF OFFI-CIAL SALARIES-FOURTH PAGE.

MANIPULATIONS BY THE "BULLS" AND KETS! PACIFIC MAIL'S RIVAL: IMPROVING THE CENTRAL ROAD-EIGHTH PAGE. POLITICAL POSSIBILITIES AND PROBABILITIES

IN THE EMPIRE STATE: ESTIMATED MA-JORITIES: THE GREELEY GLASS HEAVILY SMOKED-FIFTH PAGE. THE HOME OF THE PRESENT PRESIDENT!

THIRTY THOUSAND REASONS FOR ITS BEING THE HOME OF THE NEXT: OGLESBY'S SENATORIAL CHANCES-FIFTH

HOPES OF MISSOURI LIBERALS! AN ACTIVE CAMPAIGN: THE GOVERNORSHIP-FIFTI

A HALF-HOLIDAY FOR THE NOVEMBER ELEC-TION-HARVARD'S NOVEMBER REGATTA-THE GAULEY HOMICIDE-FIFTH PAGE. OUR BATSMEN! THE RALTIMORE-MUTUAL

GAME-MUNICIPAL-FOURTH PAGE. WORK OF THE EPISCOPAL BOARD OF MIS-SIONS-POISON AGAIN-EIGHTH PAGE.

PREPARE FOR ANOTHER EPIZOOTY. - The Dominion of Canada seems determined to be the fountainhead of animal distempers the present season. Besides being the origin of the prevailing horse malady, another disease which threatens to become widespread, has broken out among the swine in Hull, Ottawa. Our farmers and Health Commissioners should be on the alert, and endeavor to prevent, if possible, this new plague from spreading among the swine in this city and

vicinity. A FADED ENGLISH LORD.—The famous Lord Gordon, who recently figured in the Erie Railroad suits as the victimizer of Jay Gould, has come to grief at last. He is "wanted" in Edinburgh town, where he has in former years been figuring in jewelry operations under the title of Lord Glencairn. The noble speculator has a fancy for euphonious titles, but he is now in a fair way to find his "quarterings" in a different court to the Heralds Court, where noble pedigrees are usually to be braced. The United States will no doubt bid adieu to his lordship with regret, but it is evident, from our report of the case, that Mr. James Smith, of Scotland, will insist upon depriving us of his further residence among us.

A City Without Means of Transit-The Stoppage of the Railroad Lines.

There is a panie in the city-a "corner" on the street; not on one street alone, but on all our streets and avenues; not caused by the operations of bulls and bears, but by the unfortunate condition of the suffering horses Railroad stock is down-with the hippomalaria, the epizooty, or whatever other name may be used to designate the disease which has recently attacked and put hors de combai the noble animal to which we are indebte our present means of transit through the island of Manhattan and the suburbs across the water. The singular spectacle has been presented to us of a great city almost at a standstill; of thousands of persons, male and female, young and old, unable to reach their homes after a day of toil except on foot, and of other thousands who might be fortunate enough to secure a conveyance, packed and cramped and squeezed into cars in a manner neither conducive to health nor to the safety of property. Yesterday the Avenue C, the Ninth Avenue and the Belt lines of railroad stopped running altogether, the other companies all withdrew more or less of their cars, and the Third Avenue line—one of the most important in the city to the laboring population—ran with less than one-third of its customary force, and will to-day, probably, disappear entirely from the road until the sickness ceases. The disease seems to be spreading with alarming rapidity, and one after another of the unfortunate animals has been placed on the invalid list and sent into hospital. The several companies with an eye to their profits, have persisted in keeping up the traffic over their routes as well as they could; but yesterday the humane physician, Dr. Bergh, stepped in to the relief of the jaded, worn-out animals, and insisted that those laboring under the disease should be withdrawn entirely from work. As a majority of the cars were dragged slowly along by horses more dead than alive, this order, of course, caused havoc among the lines. The streets presented a singular appearance, about the hour especially cessation of work, when hundreds of men and women were gathered at the ends of the routes and on the corners of the roads eagerly seeking an opportunity to cling to a starting or a passing car or to crowd into a stage, and for the first time in the history of the city our miserable deficiency in the means of transit came thoroughly home to the understanding

of the people.

The first practical question which presents itself in this singular and unfortunate crisis is. What can be done to relieve the immediate difficulty and to enable our large population living at distances to procure some means of conveyance to and from their places of occupation? It is impossible to calculate upon the length of time we shall be without sufficient horse power to run more than a fraction of the customary cars along the several routes, and we have no security that this means of travel may not cease altogether. If we had dummy engines at command we might find a way out of the perplexity, for, as there would be no horses to alarm, there could be no objection to their use. As we have not we must look elsewhere for relief, and this we can find only in the rivers which run on each side of the city. Plenty of steamboats can be procured to make trips every half hour or every fifteen minutes along the North and East Rivers, stopping at convenient points along the route; and this, we believe, would furnish the readiest and best means of transit for our uptown population that could on the instant be devised. There are landings that can be used every few blocks, and there are enough unemployed steamers to form a sufficient fleet until the horses have time to recruit. According to present experience this need only be the work of a few days, for one of the stage lines which wisely withdrew all its horses on the first appearance of the disease now reports all its animals convalescent, and has resumed its regular trips. If, therefore, we can procure steam boat accommodation for a week or ten days, so far as we can at present foresee, the difficulty will have disappeared, the object of the humane Dr. Bergh will have been accomplished, the stables will present a clean bill of health, and the horse cars will again be running as dirty, inconvenient and objectionable as ever. The experiment, too, may be productive of permanent benefit; for it is certain that up to the present time we have neglected to make as good use as we may of our splendid water privileges. There is no reason why we should not have a large fleet of cheap river steamers plying along both sides of the city, similar to those on the Thames, in London, and carrying our people to their homes with greater speed and comfort than can ever be secured on the horse railroads. The Harlem boats are only an apology for such conveniences, but they are enough to illustrate the advantages they present and to open the eyes of our people to the folly of not availing ourselves of our two splendid rivers as

means of city travel. Above all these temporary expedients, however, looms up the absolute necessity of some solid and sufficient plan of rapid transit for the growing metropolis. Year after year we see buildings springing up in the upper part of the island, and with the annual increase and the spreading out of the population comes new demand for some means of quick transportation between the Harlem River and the Battery. At present we have nothing but the wearisome inconvenient horse cars, with the exception of the Greenwich street lamppost elevated road, which only runs to Thirtieth street, on the west side, and is out of the way for our business and laboring classes. By comparison, this is the best means of transit now at our command, and it is desirable that it should be extended to Fort Washington as speedily as possible. The Vanderbilt tunnel is under way and will be a gain to the people so far as it goes; but, after all, both these roads, when completed, will only afford a partial relief to the city. We really require two viaduct railways, one on the east side and one on the west side of the city, running from the Battery into Westchester county, with cross lines, either underground or elevated. at convenient distances along the routes These alone will fully accommodate our population in ten years from present time, and these alone will efficiently help the city forward swiftly to the magnificent

destiny in store for it in the future. Our

present difficulty will serve to impress upon

the minds of all our people the wisdom of fos tering such enterprises, and will convince them that a wise liberality in our city government is now the best economy we can practise. The HERALD has advocated construction of such roads by the use of the citizens has been at some pains to show the cost and probable profits of the undertaking. have, nevertheless, been willing to aid the work if placed in private hands, and have never failed to give favorable consideration to any practical scheme for rapid transit that may have been presented by any individual. We believe there are no dim. culties whatever in the way of the speedy construction of viaduct roads. The engineering work has already been pronounced by competent authorities as entirely practicable, and we have produced figures to prove that the enterprise would be remunerative. If built by the city the returns would no doubt be sufficient to meet the interest of the construction bonds from the first year of the operation of the roads, and to furnish a sufficient ing fund for the payment of the principal as it might fall due. All that is needed, in fact, is the energy necessary to press the scheme forward to success, the boldness to fight against the prejudices of those who imagine that any progress is wasteful extravagance.

The difficulty heretofore has been found in the selfishness and corruption of our State Legislatures. No scheme for a railroad in New York could be passed at Albany unless the members could see their way to immediate or prospective profit in its passage. Last Winter, with a three-fourth republican majority in Senate and Assembly, every city railroad project was defeated because the greedy members of the two houses became involved in a fight as to which should secure the greatest share of the spoils. If the same shameless set of corruptionists are returned next year we may again give up all hope of any rapid transit that will benefit the people of New York. It is in view of this discouraging prospect that the HERALD has advocated the ele Mayor with spirit, vigor and enterprise enough to understand the wants of the city and to boldly push forward all projects of internal improvements. We want no fossil in our city government at this time, and no stop policy in our work of progress. The cost of two great viaduct railways would be repaid a hundred-fold in the comfort they would afford to our citizens, and in the advantages we should derive in the improved health and morality of the people. If the suffering thousands who are likely to be left to-day without the means of travel shall be convinced of the wisdom of electing to office only men of liberal and progressive views, the horse disease will not have been without its benefits.

General Grant and His Indian

In his letter on the subject to Mr. Georg H. Stuart, of Philadelphia, chairman of the Executive Committee of the Board of Indian Commissioners, General Grant says that he does not contemplate any change in his Indian policy; that such a thing has never been thought of; that if his present Indian policy can be improved in any way he is always ready to receive suggestions on the subject; but that if any change is made it must be on the side of the civilization and Christianization of the Indian. Furthermore, says the President, "I do not believe our Cre ator ever placed the different races of men on this earth with the view of having the stronger exert all its energies in exterminating the weaker." And again, he says, "If any change takes place in the Indian policy of the government while I hold my present office it

We are with the President on the score of humanity, and it is on this side of the question that we have some suggestions to submit to him on the subject touching the deficiencies of his present Indian policy. It is the policy of locating the Indian tribes, one or more, here and there upon reservations, and the policy of teaching them how to support themselves from the soil, the government feeding and clothing them meanwhile, and how in other respects they may become good Indians and qualified for all the rights and privileges of citizens of the United States. This is all very good as far as it goes; but suppose two or three Indiana or two or three hundred of them. on some reservation take into their heads some fine morning to go out upon the warpath, and do go out, and massacre a family or two of white settlers on the border, or the men, women and children of an emigrant train. and carry off their plunder to the mountains with the intention of following up this wild life of liberty, what is done with them under this existing humanitarian policy? In some cases they are pursued and whipped into submission; in other cases they are pursued and recovered without a chastisement, and in some cases, where they cannot be readily overhauled, the pursuit is given up, and these runaway Indians remain outside until starved into a return to their reservation; but we are not aware that in any cases where white emigrants or settlers have been murdered and plundered by these Indians the policy of ferreting out and punishing the guilty parties has been put into practice. Here, then, is a great deficiency in this humanitarian policy; here indulgence to the Indian brave in killing and scalping becomes cruelty to the white frontier settler's family or to the poor whites

of the overland emigrant train. What, then, is wanted in our Indian policy is a system of government for these reservations which will hold the Indians thereon to the responsibilities of white or black men, as vagrants, robbers and murderers-a system. in short, which will teach the "noble savage to exercise as well as to enjoy the laws of humanity and fair play. On "the humanitarian side of the question" we suggest this reform in our present Quaker policy with our red brethren, and would commend the proposition to the thoughtful attention of General

THE TRIAL OF CHIEF MCWILLIAMS and Detective Doyle for conspiracy to rob the Jersey Bank is approaching a close. Yesterday was taken up in the arguments of counsel on either The District Attorney will close his reply to-day, when Judge Depue will charge the jury. Yesterday evening the bondsmen of the Chief surrendered him to the authorities.

The Value of San Juan and Its Sister Islands.

Now that the possession of San Juan and its

ster islands is secured to the United States it

will be a matter of public interest to know

their importance. When the great navigator,

Cook, first sailed along the North Pacific coas

of America, in eager quest of an Arctic wat passage from Behring Strait to Baffin's Bay, he passed Vancouver's Island under the impression that it formed a part of the mainland. To his midshipman, who gave name to this island, was due the discovery, twelve years after the death of his illustrious commander of the insularity of this land, and also of the existence of the ten other islands lying in the throat of Juan de Fuca Strait and now adjudged to the United States. Having entered the channel which separates Vancouver's Island from Washington Territory, before discovered by De Fuca but thought to be only an inlet of the sea, Vancouver landed upon what was probably the Island of San Juan, in May, 1791. The landscape, upon which no white man had gazed till then, was described by its first European visitors as comparable to the most elegantly finished pleasure grounds, with natural lawns robed in luxuriant grass diversified by an abundance of flowers and fruits and studded with clumps of noble pines, so that the explorers reminded of "certain delightful and beloved situations in Old England." It is a remarkable coincidence that these islands sustain to the Continent of North America the same geographic and climatic relations as those of the British Islands to Europe, so that Vancouver Island has not inaptly been designated "The England of the Pacific." Although made known in 1791, it was only in 1843 that any settlement of civilized man was made upon it, and its subsequent development has by no means been so slow as to disappoint the hopes entertained of making it a great commercial and manufacturing centre on the shores of the Great Western Ocean. When Cook sighted the American coast, near forty-four degrees, on March 7, 1778, he named the first visible promontory Cape Flattery, in allusion to the beautiful weather he then began to experience The observations of all travellers and explorer since this time abundantly attest the delicious climate of this entire section of the North Pacific coast, and prove that Captain Vancouver's descriptions, made more than seventy-five years ago, were not couleur de rose. The Summers are warmer and the Winters moister and milder than in England or Ireland. The shores are bathed by the warm waters from the China coast and the Kuro-Siwo, or Japan Gulf Stream, and also swept by the warm winds, which together spread a mantle of warmth moisture and fertility not only over the coast, but over all Oregon, Washington Territory, Idaho and Western Montana. The geologic surveys of the islands and shores of the waters around San Juan reveal abundance of mineral forma tion, especially coal, copper and magnetic iron. The fisheries are unsurpassed in the quality and quantity of their yield, and the water fowl and game birds are as plentiful as on the Chesapeake and Delaware Bays, while the timber is of that colossal type so marked on the Pacific coast and so unrivalled for ship-

building. Viewing the secured possession of San Juan and the system of islands now to be embraced in the rectified map of the United States in connection with the march of civilization towards the far Northwest and Pacific, and also in connection with the rapid prosecution of the magnificent transcontinental railway from Lake Superior to Puget Sound, there can be little doubt that a solid advantage has been gained and a possession of great value to the country has been preserved.

The Prussian Parliament and Emperor

Emperor William, of Germany, is one of the most fortunate and most popular of the rulers of this age. On the whole it must be admitted that he has well deserved success He represents principles which at the present moment are in favor, and, in spite of his monarchical instincts, he judiciously uses his great power for the well-being of his people. In the last session of the Prussian Parliament the Lower Chamber adopted a bill providing for local self-government in the rural districts This session the bill came up for consideration in the Upper Chamber, and the representatives of aristocracy refused to give it their approval. As will happen at times under Parliam government, matters came to a standstill. The Upper House would not yield. The majority in the Lower House, or Chamber of Deputies threatened to resign if the bill was not passe into law. The Emperor was appealed to, and he has declared in favor of the bill, insisting that the lords should bring the "deadlock" to an end by passing the measure which the Lower House had adopted. When so much power is vested in one man it is agreeable to see it used in the interests of the long down trodden people. Thanks to the example of the United States, despotism is becoming less and less possible in Europe. This action of the Emperor, while it redounds to his credit. must be regarded as a gain to the popula

The Little Hitch in Our Commercial Relations with France.

We learn from Washington that a proclam tion has been prepared, and is ready to be issued from the State Department, imposing discriminating duties of ten per cent on goods imported into the United States in French vessels from countries other than France. This action of our government is not to b understood as in any way unfriendly to France, but is required by law in consequence of the French government imposing discrim inating duties on merchandise in foreign bottoms carried to the ports of France from other than the countries to which the vessels belong. By the seventeenth section of the act of Congress of June 30, 1864, which defines the rule of reciprocity in this respect, it becomes necessary for the President to impose the same duties on goods of other countries than France carried in French vessels as the French government imposes on foreign goods carried in vessels of the United States. The injurious effect of this discrimination, forced upon this country by the action of the French government under the law referred to, is seen by our telegraphic news from Havre, published yesterday. The quays of Havre are crowded with vessels destined for the United States, but shipowners

ten per cent increase of duty imposed on exports in French bottoms. Pre may see, perhaps, by this that his tariff and navigation restrictions will not prove advantageous to France. At least it appears to be to the interest of that country to have the largest and most free commercial intercourse with the United States. Our trade with France is very large and capable of great expansion and there is the kindest feeling in the United States toward the French people and French Republic. Mr. Washburne's presence in Washington may be opportune, as he is just from Paris, and understands our commercial relations with France, if President Thiers should be disposed to place the commerce of the two countries upon a more liberal basis. It is for the benefit of France as well as of the United States to have, as far as possible, free and reciprocal commercial intercourse.

Spain-A Stormy Scene in the Cortes. Matters do not seem to be mending in Spain as time advances. On Monday, while the Army bill was under consideration in the Lower Chamber of the Cortes, the republicans made a vigorous onslaught on the government. Señor Garridos stated that the radical party the party now in power-existed by the sufferance of the republicans. Prime Minister Zorrilla sharply replied, when he was taken in hand by Señor Figueras. In the course of a speech characterized by great violence Figueras declared that the Zorrilla Ministry was the last Spanish Ministry which would be formed under King Amadeus. When such language can be used by a Deputy in his place in Parliament it is convincing proof that Spain has not seen the end of her troubles, and that Amadeus, if he is to win in the end, has much up-hill work before him. It is not to be denied that the present administration is strong—the strongest which Spain has had since the advent of the Savoyard King. Zorrilla has at his back a full two-thirds majority of the Lower House, and unless some radical change takes place in the sentiments of the great mass of the deputies it is difficult to see how he can be overthrown. It is a bad sign, however, that all the promi nent men of the revolution are now in the shade. Serrano, Sagasta, Topete and the rest are all for the present compelled to stand aside. It might have been better for Zorrilla and safer for the throne if these great names had still been conspicuous as the friends and supporters of the stranger King. Revolutions seldom go backward; but it would not be wonderful if the claims of Alphonso should yet be recognized by the Spanish people and Amadeus compelled to abandon his thorny crown and his thankless task.

The Holy Father and His Irish Children. Cardinal Cullen, who is widely known as

the head of the Ultramontane party in Ireland,

and the ally of Minister Gladstone, has been

on a pilgrimage to Rome. As the Cardinal

has rather an affection for the sacred city his visit did not attract much attention, and he would probably have returned to his faithful flock without attracting any special notice if the Giornale di Roma had not made a surprising discovery. According to this authority Cardinal Cullen left Ireland with the object of requesting the Holy Father to interfere in behalf of the Galway priests, who are supposed to be persecuted by the government. This action on the part of the Cardinal, if true, will place his character in a new light; but we fear his love for the Galway priests, who allowed their patriotism to overcome their discretion, would scarcely induce him to run the risk of sea-sickness to save them from punishment. According to the Giornale di Rome the Pope refused peremptorily to interfere, saying "that the Irish only obeyed the Holy good account, and willingly disobeyed it rather than sacrifice their passions." As the Pope is well known to entertain a strong prejudice against the Irish, especially those suspected of disloyalty to England, this denunciation of the popular priests is not at all surprising. In Rome English Catholicism is the respec thing; for the Howards, the Butes and the Cliffords are millionnaires, while the Irish are mere bog-trotting believers. That such a people should be refractory under the govern ment which the Howards, Butes and Cliffords support naturally appears a grave and unpardonable offence in the eyes of His Holiness But it is a little hard on the unfortunate Irish that they are exposed to rebuffs all over the world because they are supposed to be Papists of the deepest dye, while at Rome they are denounced as little better than heretics. The ingratitude of republics is proverbial; but it would appear that churchmen also can cultivate short memories, and abandon old and faithful friends for new and prosperous allies It may be well doubted, however, if the Pope has done wisely in acting so as to weaken the affection to the Holy See of a devoted Catholic nation for the sake of pleasing a few millionnaire Catholics, and a gov ernment that cares little for Rome, except to make use of the Papal influence for the benefit of England.

THE STATISTICAL CONGRESS.—The Interns tional Statistical Congress which lately met at St. Petersburg was a notable assemblage of the practical thinkers of the civilized world. Except Turkey and China, all the leading na tions of the globe were represented. The European States had full delegations. Ismail Bey represented Egypt; Japan appeared in the persons of four of her most distinguished rs; Brazil, Costa Rica and the United States answered for America. Russia's sailor Prince, the Grand Duke Constantine, was the presiding officer, and delivered a capital address embodying ideas of wise progress, and attesting his generous sympathy in the interests of civilization and humanity. A most marked hospitality greeted the assemble delegates, as well from the imperial government and its officials as from all classes of the populace. Since the formation of the association its meetings have been in turn held in most of the European capitals; therefore the desire was natural, as well as complimentary to our country, which unanimously recom mended that the next session, in 1875 or 1876, should be convened in New York or Washing ton. If Congress shall tender an official in vitation it is probable that the wish expressed at St. Petersburg may be carried out, and the next session of the International Congress of Statisticians may form a feature of the centen nial colebration of our national birthday. refuse to let them sail in consequence of the

PERSONAL AND POLITICAL.

Senator Wilson is on a Southern Stumping tour.

Judge George Green, of Iowa, is sojourming at

General S. E. Marvin, of Albany, is stopping at the New York Hotel.

Colonel Talt, of Montgomery, Ala., has arrived at the Clarendon Hot Ex-Mayor William L. Scott, of Erie, is staying at

Bishop William W. Niles, of New Hampshire,

arrived at the Hoffman House. Dr. F. Bradford, of the United States Army, is in

quarters at the Hoffman House Captain James Kennedy, of the steamer City of

Ex-Mayor A. H. Rice, of Boston, is among the late arrivals at the Fifth Avenue Hotel

Ex-Governor Isham G. Harris sharply discu Andy Johnson in a letter to the Memphis Appr Miss Belle Finlayson (in two senses) is the engrossing clerk of the Missouri House of Represe

General Sherman, though confined to his house

The Boston Transcript says there were no carcity last Sunday.

and found to work admirably.
United States Senator Frederick A. Sawyer, of

South Carolina, yesterday arrived at the Fifth Avenue Hotel. The Senator's new form of adjuration The Chicago Tribune has dropped the folio and comes out in the quarto form. It makes a very

The New Haven Pallacium (Grant) states that Francis Cillette, the apostle of temperance, will vote for General Grant, and hopes other prohibi-

tionists will do likewise The Louisville Courier-Journal (Greeley) says the departure of Colonel Bianton Duncan for foreign parts will leave the organization of the Bourbon

iemocracy in the exclusive charge of Hon. J. S. Golladay. It is very sad. The Washington Patriot (Greeley) declares that Hendricks, of Indiana (just elected democratic Governor of that State), stands the acknowledged leader of that "great liberal movement which must soon shape the destinies of the Republic."

The Cincinnati Enquirer (Greeley) appeals to the liberals to "review the situation." Commencing liberals to "review the situation." Commencing at White River Junction, immediately after the a liberal asked that question, reply, "The jig is

Commodore Dexter H. Follett's Battery has anac the executive committee for services rendered on the Glimore Feace Jubilee in Boston. This is a report from a Boston paper. "A full sheet and a dowing wind" is all that Commodore Foliett ex-

Minister Washburne arrived in Washington ver terday morning. He called on President Grant and conversed with him for about an hour. In the evening the President entertained him at a dinner. at which Secretary and Mrs. Fish and Secretary

burne started for Illinois.
"Lomiciliary Visits" is the theme for a patriotic

When James Otis, with a "tongue of flame," stood up in the crowd at the old Town House of Boston to denounce the arbitrary Writs of Assistance he uttered words that now, more than a century after they were spoken, find as apt an application as under the rule of George III. "These writs," said Otis, "give even to the menial servants employed in the customs, on bare suspicion, without oath, without inquiry, perhaps from malice or revenge, authority to violate the sanctity of a man's own house, in which the laws should be as the impregnable battlements of his castle." Yet this very outrage upon the rights of the citizen, from which sprang the revolutionary party in Massachusetts, is now perpetrated with impunity for a different but no less despotic purpose, and upon a people even better trained to the maintenance of their liberties, by the "menial servants" of the Grant administration. What was undertaken for the enforcement of customs regulations in the colonies is done for the intimidation of free electors of this Republic.

Mr. Commissioner Davenport, of this city, is the

Mr. Commissioner Davenport, of this city, is the party referred to in this connection.

THE CONDITION OF MRS. GREELEY. There was no marked change in the health of

Mrs. Greeley yesterday. She remains as ill as fore, with little hope of her rallying.

THE HERALD'S CUBAN EXPEDITION. [From the Sacramento Record, Oct. 22.]

The New York HERALD manages to make the most out of its correspondents. Not only do they furnish it with news, but the singularity of the missions on which they are sent often tends to advertise the journal they represent in a way that insures public attention. It appears that one Boyd Henderson, an American citizen, has been arrested by the Spanish authorities in the "ever faithful isle" on a charge of correspondence with the insur-gents. In such cases it has been usual to give the accused a short shrift, mere suspicion being generally quite sumcient evidence to secure summary execution. Possibly the case of Dr. Houard was fresh enough in he memory of the Captain General to cause hesita the memory of the captain deperat to cause nesta-tion in disposing of Henderson. At any rate they made inquiries before shooting him, and the re-sult was that powerful influences were brought to bear in his behalf, and his release was finally obbear in his behalf, and his release was finally obtained. And now comes the Herald and claims him as its correspondent, stating that he had been sent to Cuba to give an impartial account of the situation, and that he would proceed with his mission undeterred by the danger of assassination which is said to impend over him. It is a striking illustration of the power, energy and fascination of the modern press, that men can be found ready to encounter such dangers, and to plunge themselves single handed into the midst of semi-barbarous hordes, inflamed with the flercest passions and reckless of life, for the sake of contributing something more to the world's stock of knowledge. Where science and diplomacy fail, and great governments retire baffled, the press steps in and pushes its indelatigable agents to the furthermost corners of the earth. The correspondent of a great modern journal travels more safely, wins his way through difficulties more easily, obtains the ear of foreign authorities more easily, obtains the ear of foreign authorities more quickly, is treated with greater deference in all ways, than if he was the representative of a powerful monarchy. With gold in his hand and brains in his head, backed by the induence and energy of the great organ he represents, all doors are open to him, all obstacles are removable, all things are possible. If Boyd Henderson fulfils his mission safely we shall have the first authentic and trustworthy account of the real condition of things in Cuba, and he is more likely to succeed than to fail, if success be possible, for the reason that he is an emissary of the most enterprising and dauntless journal in the world. NAVAL INTELLIGENCE.

WASHINGTON, Oct. 29, 1872. Rear Admiral Winslow, recently in command of the Pacific fleet, will be placed on the retired list of long and faithful service; but having received a vote of thanks of Congress he will be permitted to remain on active duty ten years after his retirement, in accordance with the law in such cases passed some years ago. The retirement of Winslow will promote Commodore John L. Worden, now in command of the Naval Academy, to the grade of rear admiral. The next rear admiral to be retired is Rear Admiral Joseph F. Green, now in command of the North Atlantic fleet. His name will be placed on the retired list on the 24th of November, on account of long and faithful service. The retirement of Admiral Green promotes Commodore George F. Emmons, now waiting orders, to the grade of rear admiral. The retirement and promotions of the above mentioned will give Captains Foxhall A. Parker and John Guest the rank of commodore. of long and faithful service; but having received a

of commodore.

The steamer Ossipee, Commander N. J. Miller, we now on the way home from the South Pacific station, and will immediately proceed to Bostos, to accordance with orders from the Navy Department. She left Rio in the latter part of September, but was to search for reported rocks off Fernando de Noronha and a reet of St. Roque.

Naval Orders.

WASHINGTON, Qct. 29, 1872. Surgeon George W. Wood has been detache from the Mare Island Navy Hospital, and ordered to the Tuscarora, South Pacific Aquadron. Acting Assistant Surgeon Daniel D. Evans has been ordered to the New York Naval Hospital.